

the United States is at a record high—quadrupling over the past 3 years of the Obama administration.

Between oil and gas drilling rigs, the United States now has more rigs at work than the rest of the world combined. Let me repeat that: Between oil and gas drilling rigs, the United States now has more rigs at work than the rest of the world combined. Those who are saying there is lack of effort don't know the obvious. We keep adding more. The administration has announced a new offshore oil and gas development program—they want to do it carefully after the BP spill of 2 years ago—which will open more than 75 percent of our potential offshore oil and gas resources.

Last year, Americans relied less on foreign oil than at any time in the past 16 years. Even the American Petroleum Institute agrees that American producers and refiners are producing more oil and reducing our reliance on imports. The American Petroleum Institute has said without these two factors, today's prices might be even higher.

We simply cannot drill our way to lower gasoline prices. The President has proposed an approach that is balanced, and it is an approach with vision. It gets beyond the press release of the moment or Presidential campaign rhetoric.

The President recently announced new fuel efficiency standards for cars and light-duty trucks that will save Americans \$1.7 trillion and reduce oil consumption by 2.2 million barrels per day by 2025. My wife and I drive a Ford Fusion hybrid. I looked at Consumer Reports, and it is still rated very highly. We get over 30 miles a gallon. Prius does even better—over 40 miles a gallon. Toyota Camry is somewhere in the upper thirties. There are ways to reduce the use of gasoline with more fuel-efficient vehicles. I can tell my colleagues I don't believe our family makes any sacrifice when it comes to comfort and safety while driving this Ford.

The administration has also finalized the first ever national fuel efficiency standards for heavy-duty trucks, vans, and buses. These standards will reduce oil consumption by over 500 million barrels, saving the owners more than \$50 billion in fuel costs.

The Department of Energy will make \$30 million available for a new research competition to find ways to harness our abundant supplies of domestic natural gas for vehicles.

There is no magic bullet that can bring Americans lower gas prices—not drill baby, drill, and not the Keystone Pipeline in and of itself. Senator HUTCHISON stated that the Keystone XL Pipeline would transport 830,000 barrels of crude oil from Canada to refineries in Texas and that oil would provide Americans with 34 million gallons of gas a day.

Unfortunately, Senator HUTCHISON's statement doesn't quite match up with

the testimony of the oil companies. Canada's oil production ships less than half of its current pipeline capacity to the United States. There is plenty of room for Canada to ship more right now without a new pipeline.

Existing pipeline capacity would offer 4.2 million barrels per day of crude oil to be transported from Canada to the United States. However, in 2010, Canada exported less than half of it—1.9 billion barrels a day—with existing pipelines. Even doubling Canada's current production levels would not fill the Keystone XL Pipeline or bring an additional 830,000 barrels a day to gulf refineries in the Texas region. So 830,000 barrels of crude oil simply can't produce 34 million gallons of gasoline. Even the best refiners could produce only about half that amount of gasoline.

I might also add that one of the things that is troubling to some of us is when the TransCanada Company was asked in a hearing in the House by Congressman ED MARKEY of Massachusetts whether the oil coming down from Canada through the Keystone XL Pipeline would be used for domestic consumption in the United States, he said he couldn't make that promise. So this argument that the Keystone XL Pipeline is going to reduce gas prices, first, that pipeline is in the future; second, there is existing pipeline capacity that is unused; and, third, the company that is transporting it will make no promise that it will be used in the United States. It may not have any impact on our gasoline prices whatsoever.

We just can't drill our way or "pipeline" our way out of this problem. One pipeline isn't going to solve the problem. Drilling in pristine areas such as the Arctic National Wildlife Refuge is not going to solve the problem. We need a coordinated, balanced approach. We need to walk away from the heightened campaign rhetoric into a rational discussion about an energy policy for America: a balanced policy and one that is respectful of our environment, provides the energy we need for economic growth, as well as looks to innovation and green energy approaches that will create new businesses and new jobs for the 21st century in America.

Mr. President, I yield the floor.

#### ADDITIONAL STATEMENTS

##### REMEMBERING NICK BACON

• Mr. BOOZMAN. Mr. President, today I wish to honor a true American hero who always had our veterans at heart—Nick Bacon.

Bacon served in the U.S. Army from 1963–1984 serving two deployments to Vietnam. As a staff sergeant during his second tour, Nick solidified his legacy as a hero.

On August 26, 1968, while commanding a squad of the first platoon of Company B, 4th Battalion, in an oper-

ation west of Tam Ky in Vietnam, Bacon destroyed several enemy positions with hand grenades. When his platoon leader was wounded, Bacon led the platoon to destroy remaining enemy positions. Bacon also took command of a second platoon, 3rd Platoon, Bravo Company, when its leader was killed and rallied both platoons against the enemy. Providing cover for evacuation of wounded, Bacon climbed a tank to fire at the enemy, a move that exposed himself to enemy fire. He was credited with killing at least four enemy soldiers and destroying an anti-tank gun.

President Nixon awarded Nick the Medal of Honor for his bravery, heroics and valiant actions during this battle.

Nick's heroics extended well beyond the battlefield. He exemplified what it means to be a Medal of Honor recipient in the way he lived his daily life through his service to others.

After retiring from the military, Nick continued his commitment to his fellow soldiers by fulfilling the needs of our veterans. He is considered by many in Arkansas as the Father of Veterans Affairs in the Natural State. Under his guidance as the director of Arkansas Department of Veterans Affairs, State veterans saw the completion of the Fayetteville VA Long-term Care Facility, the development of the Arkansas State Veterans Cemetery and the creation of the Arkansas Veterans' Coalition.

Nick's leadership in the department helped countless veterans in Arkansas receive the benefits they deserve. His actions throughout his life have inspired selfless service and sacrifice. Nick's legacy will live on as we remember his consistent passion for veterans and his tireless advocacy on behalf of the men and women who wore our Nation's uniform.●

#### RECOGNIZING PHELPS MEMORIAL HEALTH CENTER

• Mr. JOHANNIS. Mr. President, today I wish to applaud the spirit of community betterment that led to a beautiful new wing of the Phelps Memorial Health Center in Holdrege, NE. As often occurs across our great State, citizens in the area saw a need and rose to meet it. They joined forces with officials at the hospital and set a determined course, without holding out their hands for taxpayer dollars to make it happen. They recognized that high quality medical care is part of the lifeblood of the community and knew the hospital would benefit from renovation and expansion. So, they rolled up their sleeves and came together to create the vision, raise the money and turn the dirt.

Some doubted the community would accomplish a multimillion dollar expansion during a recession in a rural area without taxpayer dollars. Those doubters underestimated the motivation of Nebraskans who love their community. Citizens in the area have proven that there is no limit to what can be